

SAFETY Network

September 2011

www.michigan.gov/ohsp

New report examines societal costs of crashes, crime

PRICE TAG: MICHIGAN TRAFFIC CRASHES COME WITH HEFTY PRICE TAG

The price tag for traffic crashes and index crimes in Michigan in 2009 exceeded \$6.7 billion in monetary costs according to a new report released by the University of Michigan Transportation Research Institute.

The study, funded by the Michigan Office of Highway Safety Planning, used 2009 traffic crash and index crime data to estimate dollar losses from traffic crashes and index crimes to the state and for each county. Index crimes include murder, rape, robbery, aggravated assault, burglary, larceny, and motor vehicle theft.

According to the report, index crimes in Michigan resulted in \$1.9 billion in monetary costs, while traffic crashes resulted in \$4.8 billion in monetary costs. When further expanded to include monetary and non-monetary quality-of-life costs, index crime costs totaled \$4.7 billion in 2009,

while traffic crashes resulted in \$9.1 billion in total costs, according to the report.

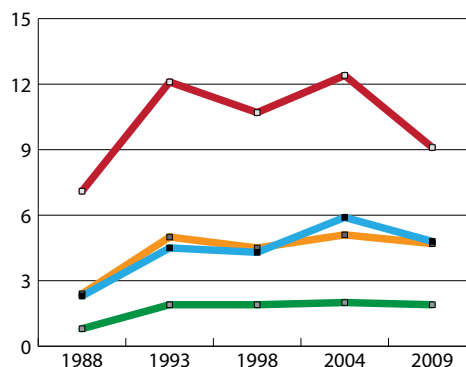
The five counties with the highest crash and crime costs are Wayne, St. Clair, Oakland, Macomb, and Kent. Ogemaw County has the lowest.

The good news is that despite the high costs of both crime and crashes, there was

a 19 percent decrease in monetary costs and a 27 percent decrease in comprehensive costs related to crashes between 2004 and 2009. Traffic fatalities fell 25 percent in that same time period, while injuries decreased by 29 percent.

The report states: Both traffic crashes and crime impose significant economic

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COST OF CRASHES (IN \$ BILLIONS)

- Index Crime Comprehensive
- Index Crime Monetary
- Crash Comprehensive
- Crash Monetary



TEENS FROM 13 COUNTIES PARTICIPATE IN DRIVING EVENT

State Police experts teach Driving Skills for Life



Three dozen Michigan teens learned advanced driving skills during the Michigan State Police (MSP) Precision Drive Unit's presentation of the Ford Driving Skills for Life (DSFL) program on August 6.

During the event, teens had the opportunity to get behind the wheel of a patrol car with an instructor from the MSP Precision Driving Unit in the pas-

senger seat. As the driver, teens learned skid control, evasive maneuvering, controlled braking, and off-road recovery. The event also included a drunk driving simulation and instruction on basic vehicle maintenance.

Teen drivers from the counties of Branch, Cheboygan, Clinton, Genesee, Ingham, Ionia, *Continued on page 5 >*

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Nominations sought for GTSAC traffic safety awards

Nominations are being accepted for the 2011 Governor's Traffic Safety Advisory Commission (GTSAC) awards. Each year, the GTSAC honors organizations, programs, and/or individuals by presenting awards for outstanding contributions to traffic safety in Michigan.

Individuals or organizations may be nominated by a person who is familiar with the activities for which the nominee is being considered. A person/organization may only be nominated in one category. No self nominations are accepted, however, a person may nominate a program, organization, or activity in which they are involved.

Nominees must be a Michigan resident or an organization located in the state. All entries must be postmarked on or before November 7, 2011, to be considered.

Entries will be judged by representatives of the GTSAC. Awards will be presented on March 21, 2012, at the Michigan Traffic Safety Summit in East Lansing.

Nomination forms are available at www.michigan.gov/ohsp.



OHSP launches new crash analysis project

INITIATIVE TO REVIEW SERIOUS CRASH REPORTS FOR CLUES TO CAUSATION

The Office of Highway Safety Planning (OHSP) has announced a major initiative in crash data analysis which will involve the detailed review of hundreds of fatal and serious crash injury reports for clues to causation that might assist with future traffic safety planning efforts.

According to Michael Prince, OHSP director, "While coded data is readily available from police crash reports, we need more information than the coded data provides to make precise decisions on the use of limited funding we have available."

Prince went on to say, "There is a veritable treasure trove of information within the police crash report that is not coded. The only way you can see this information is to review the reports in detail, one at a time."

A similar initiative in 2010 conducted a detailed review of motorcycle fatalities

between 2006 and 2009. This review found that the primary operator errors in single vehicle crashes were related to (1) negotiating curves, (2) turning, and; (3) proper braking. This information was incorporated into basic rider training programming and public information campaigns in an effort to get the word out to motorcyclists.

"Without a detailed review, we would not have this critical level of crash causation information, and as a result, would not have been able to incorporate it into our planning and programming processes," said Prince.

Among the areas that this project will examine are crashes involving winter driving, distractions, pedestrians, bicyclists, teens, and senior drivers.

GTSAC update on the SHSP action plans

At the April Governors Traffic Safety Advisory Commission (GTSAC) meeting, the commissioners determined that it is time to update the current Strategic Highway Safety Plan (SHSP). In preparation for this update, the GTSAC Action Teams have prepared close-outs of their current action plans by providing updates for each objective/strategy listed in their plans. The updates included whether each objective was completed, is currently in process, or whether it was not completed and the reason why. This information will be compiled into a final close-out report to put closure to the current plan as well

as to provide a starting point for preparing the updated plan.

The updated plan is scheduled to be completed during the second quarter of FY2012. Michigan has agreed to serve as a pilot state for the SHSP Evaluation Process Model for the U. S. Department of Transportation (USDOT). Pilot states will be asked to use a draft model to assist with the evaluation of the SHSP and track which elements were helpful and which were not. OHSP will work collaboratively with the Michigan Department of Transportation and USDOT on this project.

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Regional Traffic Safety Committees seek membership boost

By Jack Peet, manager, Traffic Safety, AAA/Auto Club Group
Michael L. Prince, director, Office of Highway Safety Planning

Since the late 1970s, the AAA/Office of Highway Safety Planning (OHSP) sponsored Regional Traffic Safety Committees (TSC) have served as an opportunity for local, county, and state traffic safety advocates to come together to share information, network, and discuss issues of mutual concern in local communities. Both AAA and OHSP value the interaction between attendees and see these committees as critical connections to local officials for both of our respective organizations in creating safer roadways in Michigan.

For the 2011/12 program year, we are seeking to expand the membership and attendance at these meetings and find new ways to improve the programming offered in order to better serve the attendees. We wanted to take this opportunity to talk about some of the plans for the upcoming year.

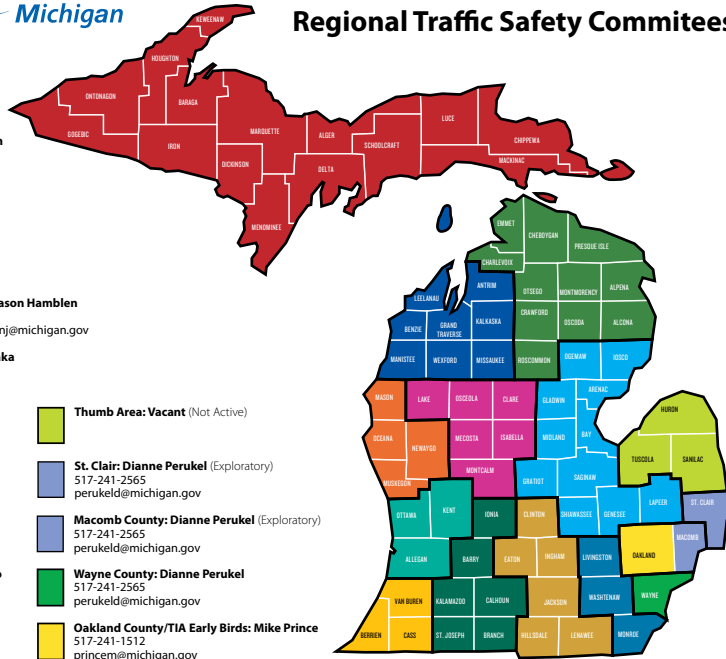
Included with this article is a map of the counties/regions for each regional committee. If you are not already on the listserv to receive meeting notices, you may be added to that list by contacting Laurie Earles at AAA Michigan at LAEarles@aaamichigan.com.

If you are already a member, we encourage you to bring a guest with you to an upcoming meeting and share with other attendees what is happening in your



- Upper Peninsula: Jamie Dolan**
906-225-7036
dolanj@michigan.gov
- Traverse Bay Area: Jamie Dolan**
906-225-7036
dolanj@michigan.gov
- Northern Lower: Jamie Dolan**
906-225-7036
dolanj@michigan.gov
- Lakeshore: Alicia Sledge**
517-241-1505
sledgea@michigan.gov
- Chippewa Valley: Pat Eliason/Jason Hamblen**
517-241-2498/517-241-2533
eliasonp@michigan.gov/hamblenj@michigan.gov
- Saginaw Valley: Melody Kindraka**
517-241-1522
kindrakam@michigan.gov
- West Michigan: Alicia Sledge**
517-241-1505
sledgea@michigan.gov
- Southwest: Vacant (Not Active)**
- South Central: Mike Harris**
517-241-2536
harris13@michigan.gov
- Capital Area: Alyson Kechkaylo**
517-241-2546
kechkayloa@michigan.gov
- Huron Valley: Lynn Sutfin**
517-241-1513
sutfinl@michigan.gov
- Thumb Area: Vacant (Not Active)**
- St. Clair: Dianne Perukel (Exploratory)**
517-241-2565
perukeld@michigan.gov
- Macomb County: Dianne Perukel (Exploratory)**
517-241-2565
perukeld@michigan.gov
- Wayne County: Dianne Perukel**
517-241-2565
perukeld@michigan.gov
- Oakland County/TIA Early Birds: Mike Prince**
517-241-1512
princem@michigan.gov

Regional Traffic Safety Committees



Updated 8-9-2011

agency. Officials from OHSP and AAA attend the meetings as well and you will have an opportunity share any concerns or ideas you have with them. We cannot overemphasize what a great opportunity the TSC meetings are to share best practices, emerging issues, new ideas, success stories, challenges, and the good work that your agencies are doing. We ask those that

attend to come prepared to share with others what is happening in your local area or your respective agency.

In July, AAA Michigan and OHSP met in Lansing for a roundtable discussion about the upcoming program year and what support we can offer the TSC membership. The results of that meeting included the following:

- >> AAA will continue to sponsor one legislative breakfast per committee for the year to allow for an opportunity for the membership to interact with the local legislative officials. These breakfasts have been very successful and well-attended and provide a very informal and pleasant environment to receive updates from legislators from your area, ask questions, and provide input on traffic safety issues.
- >> OHSP will again be sponsoring an annual meeting

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E-Crash program expanding in Michigan

The Office of Highway Safety Planning (OHSP) is wrapping up its fourth year of the Electronic Crash Capture and Submission (ECCS) grant program. This program enables law enforcement agencies to transition from submitting paper copies of traffic crash reports to electronically submitting crash reports to the Criminal Justice Information Center (CJIC). This

process allows for faster and more accurate submissions.

At year end of 2010, nearly 60 percent of Michigan's law enforcement agencies were submitting electronic crash reports. It is anticipated that number will increase to nearly 70 percent by the end of 2011. OHSP and CJIC are currently reviewing ECCS grant proposals for FY2012.

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Giving officers and prosecutors the tools they need to recognize drug impaired drivers

By Susan Glass, Traffic Safety Resource Prosecutor, Missouri Office of Prosecution Services
and Kenneth Stecker, Michigan Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

A police officer on routine patrol at night passes a car that does not have its headlights on. After he turns around, intending to alert the driver to this fact, he observes the car weaving in its lane and traveling below the posted speed limit. The car then pulls up to a stop sign. Despite no other traffic being at the intersection, the car sits there for several seconds before proceeding. Based on this unusual driving behavior, the officer initiates a traffic stop. Because he is trained in DWI detection, the officer already suspects he may have a drunk driver on his hands.

The officer then approaches the car to make contact with the driver. As the driver rolls down his window, the officer immediately notices his that his eyes are bloodshot and glassy. When the officer asks where he is headed, the driver stares at him blankly before finally mumbling that he can't remember. The officer notices that his speech is thick and slurred. When the officer asks to see his license and proof of insurance, the driver fumbles around to retrieve his wallet. Despite it being in plain view in the front of the wallet, the driver looks for his license for several seconds before finally telling the officer he can't find it. He seems to forget that the officer also asked to see his proof of insurance. Becoming even more convinced that he has a drunk driver on his hands, the officer asks the driver to step out of the car to perform some field sobriety tests.

As the driver walks to the back of his car, he stumbles and has to hold on to the car for balance. When the officer administers the Horizontal Gaze Nystagmus test, he observes that the driver has all six clues. When the officer administers the Walk and Turn, the driver can't maintain the starting position and almost falls. Because he is concerned for the driver's safety, the offi-

cer decides not to complete the Walk and Turn or to attempt the One Leg Stand.

Based on all of these observations, the officer suspects that he has a drunk driver on his hands. But, he's not sure. Usually, people who are this impaired smell strongly of alcohol. This driver has no odor of alcohol on his breath. Moreover, there were no empty beer cans or liquor bottles in the car. When asked if he had been

What should the officer do in this situation? How many officers would simply let the person go, hoping he makes it home safe? How many officers have been in this situation before and done exactly that? What's really going on here?

drinking, the driver says no. Most confusing of all—the driver blows triple zeros on the PBT. The officer doesn't know what to do. Despite the fact that the driver seems very drunk, the PBT says he isn't.

What should the officer do in this situation? How many officers would let the person go, hoping he makes it home safe? How many officers have been in this situation before and done exactly that? What's really going on here?

The most likely explanation for the driver's impairment is one that many officers may not think about. With so much focus

and attention paid to drunk driving and with all the training officers receive on the detection of drunk drivers, the officer may be so focused on impairment by alcohol that he does not consider the obvious explanation for this situation. This driver is impaired, most likely by drugs.

Driving while impaired by a drug other than alcohol is an increasingly serious and prevalent problem on our nation's highways. Based on the Substance Abuse and Mental Health Services Administration's 2006 National Survey on Drug Use and Health, an estimated 10.2 million persons aged 12 or older reported driving under the influence of illicit drugs at least once during the preceding year. Illicit drugs in this study included marijuana, cocaine, inhalants, hallucinogens, heroin, or prescription-type drugs used non-medically. Based on the combined data from 2004 to 2006, 4.7 percent of drivers aged 18 or older drove under the influence of illicit drugs. According to the Centers for Disease Control, 18 percent of motor vehicle driver deaths involve a drug other than alcohol. In one study of reckless drivers, over half who were not intoxicated by alcohol were found to be impaired by cocaine and/or marijuana. While drunk driving remains a very serious issue, it is clear that more

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attention needs to be paid to those who drive under the influence of drugs.

Driving under the influence of drugs is illegal in every state. Only a handful of states, including Michigan, have laws that make it illegal for a person to drive with any amount of certain substances in his bloodstream. In these per se drug law states, all that is needed to prove guilt is a toxicology test that is positive for drugs. In most other states, it is necessary to show that the driver was impaired by whatever substance he had ingested. Despite the nature of these laws, few police officers receive training on drug impairment and driving. Unless they undergo the specialized training required to become a drug recognition expert, officers may not receive any training on how to recognize and respond to a drug-impaired driver.

Recognizing the need for training on drug impairment, the National Highway Traffic Safety Administration developed the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. This curriculum focuses on drugged driving and is intended to bridge the gap between traditional law enforcement training that focuses on the detection and apprehension of drunk drivers and the full blown Drug Evaluation and Classification (DEC) program. It is a two-day course that can be presented in any state.

The curriculum includes a detailed review of the standardized field sobriety tests, which remain vital to the detection of drug impaired drivers. The course also includes information on: the physiology of the human body and how driving is affected by drugs, various methods of ingestion of drugs, and medical conditions that may mimic drug or alcohol impairment. Most importantly, the ARIDE course introduces the seven drug categories from the DEC program and describes the general indicators of impairment that are associated with each category. This course will give officers the knowledge and tools they need to recognize a drug-impaired

driver. An officer who has attended an ARIDE class will know exactly how to proceed in a scenario like the one described in this article and will not run the risk of letting an impaired driver go because he doesn't know what else to do.

It is important to note that successful completion of the ARIDE class will not qualify an officer as a drug recognition expert (DRE). The course does not teach the twelve-step drug evaluation protocol or how to conduct vital sign examinations. ARIDE is not a substitute for the DEC program. For this reason, ARIDE-trained officers should not assume that they do not need to call a DRE when they are faced with a drug-impaired driver. More importantly, law enforcement administrators should not assume that they can send officers to ARIDE instead of the full DEC training. The testimony of a trained DRE remains vital to successfully prosecuting a drug-impaired driver, particularly in the majority of states where impairment must be tied to the substance ingested.

In DEC states, ARIDE will give law enforcement officers the information they need to determine when to call a DRE to conduct a full evaluation. ARIDE will give officers in the few states that have not yet adopted the DEC program the ability to more completely and effectively document impairment caused by drugs. In every state, officers that complete the ARIDE course will be able to recognize and respond to drivers impaired by a drug other than alcohol and will have the confidence they need to make appropriate arrest decisions in any impaired driving case.

Missouri and Michigan have been active in presenting the ARIDE course to law enforcement officers and prosecutors, and Michigan has recently become a DEC state. Because the curriculum is relatively new, it is too soon to tell whether there has been any significant impact on drug impaired driving in this state. Officers who have attended the class, however, have been enthusiastic in their response

and eager to put their new found knowledge and skills to the test on the road. This will clearly result in better enforcement and safer roads. For this reason alone, the ARIDE class is worthwhile training that should be offered in every state.

Editor's Note: Susan Glass is the Traffic Safety Resource Prosecutor for the Missouri Office of Prosecution Services.

- 1 See www.oas.samhsa.gov/2k8/stateDUI/stateDUI.cfm.
- 2 See www.cdc.gov/ncipc/factsheets/driving.htm.
- 3 See D. Brookoff, et. al., "Testing Reckless Drivers for Cocaine and Marijuana," *New England Journal of Medicine*, Vol. 331, No. 8, 8/25/94, p. 518.

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Jackson, Livingston, Macomb, Oakland, Otsego, Washtenaw, and Wayne attended.

The event was sponsored by the Ford Motor Company Fund, Governors Highway Safety Association (GHSA), and the Office of Highway Safety Planning.

The Ford DSFL program was established in 2003 by the Ford Motor Company Fund, GHSA, and a panel of safety experts. The goal is to teach newly licensed teens the necessary skills for safe driving beyond what they learn in standard driver education programs. It is now one of the nation's most comprehensive teen driver safety programs.

In addition to hands-on events, the Ford DSFL program supports free educational materials for teachers, parents, students, and community groups. The website, www.drivingskillsforlife.com, includes learning modules, quizzes, interactive games, and videos with tips for driving and car care.

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LAW ENFORCEMENT AGENCIES TO IMPLEMENT

Data-Driven Approaches to Crime and Traffic Safety

The Michigan Office of Highway Safety Planning is looking for law enforcement agencies interested in implementing the Data-Drive Approaches to Crime and Traffic Safety (DDACTS) philosophy to enhance normal traffic patrols. DDACTS is a law enforcement operational model that integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, DDACTS seeks to reduce crime, crashes, and traffic violations.

Using geo-mapping to identify “hot spots” – areas of high incidence of crimes and crashes – DDACTS targets traffic enforcement strategies that play two roles in fighting crime and reducing crashes and traffic violations. The model responds to the competing demands for police services. To facilitate DDACTS initiatives across the country, the Department of Transportation, National Highway Traffic Safety Administration, and the Department of Justice, Bureau of Justice Assistance, and National Institute of Justice, have developed the DDACTS Operational Guidelines of procedures and operational considerations based on best practices in the field.

THE OPERATIONAL GUIDELINES LIST SEVEN PRINCIPLES FOR EFFECTIVE PROGRAM OPERATIONS:

>> Partners and Stakeholder Participation

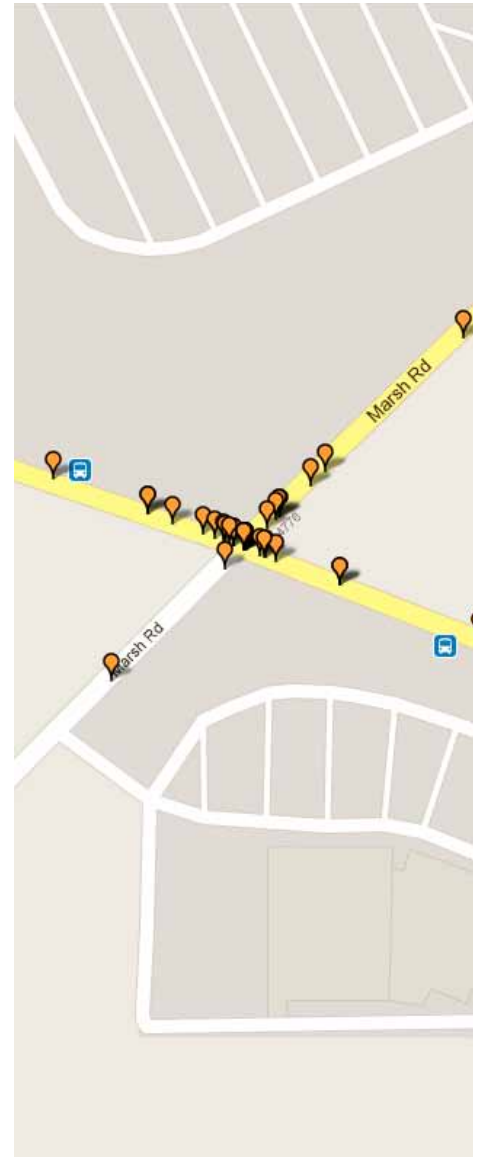
- >> Data Collection
- >> Data Analysis
- >> Strategic Operations
- >> Information Sharing and Outreach
- >> Monitoring, Evaluation, and Adjustments
- >> Outcomes

In addition to reducing crimes and crashes, DDACTS positions traffic enforcement as a logical rationale for a highly visible law enforcement presence in a community. Its focus on community collaboration reinforces the role that partnerships play in improving quality of life. Finally, by analyzing the union of crime and crashes, DDACTS lets law enforcement agencies use effective interventions and new strategies to address both issues.

Information is also available at the DDACTS website at www.stko.maryland.gov/DDACTS/tabid/127/Default.aspx. The DDACTS website also lists implementation workshops in other states if an agency would like to participate prior to Michigan's implementation workshop.

If interested in participating in a DDACTS informational webinar, date to be determined, contact Alicia Sledge, OHSP Traffic Records Program Coordinator, at sledgea@michigan.gov with the subject line of *DDACTS Interest* or at (517) 241-1505.

(Note: A portion of this article was taken from the U.S. Department of Transportation, National Highway Traffic Safety Administration's DDACTS brochure.)



Motorcycle safety conference canceled

The Ride Smart 2011 Motorcyclist Safety Conference scheduled for September 9-11 in Lansing has been canceled due

to low registration.

Anyone who had registered will have the registration fees refunded. Questions

may be directed to Jason Hamblen, at the Office of Highway Safety Planning at (517) 241-2578 or HamblenJ@Michigan.gov.

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Drunk driving crackdowns are the focus of summer enforcement

More than 200 law enforcement agencies in thirty-five counties are taking part in a statewide drunk driving crackdown during the Labor Day holiday period. The *Drunk Driving. Over the Limit. Under Arrest.* crackdown is August 19-September 5.

Although alcohol-involved traffic fatalities have decreased over the past four years, in 2010, alcohol and/or drugs were a factor in 38 percent of Michigan's traffic deaths. Continued education and enforcement is needed to address this issue.

To help promote the enforcement effort, the Office of Highway Safety Planning has

purchased advertising and hosted media events around the state.

Grant-funded enforcement will be taking place in the following counties: Allegan, Bay, Barry, Berrien, Calhoun, Cass, Clinton, Chippewa, Eaton, Grand Traverse, Genesee, Houghton, Ingham, Ionia, Isabella, Jackson, Kalamazoo, Kent, Lenawee, Livingston, Macomb, Marquette, Monroe, Montcalm, Muskegon, Newaygo, Oakland, Ottawa, Saginaw, St. Clair, Tuscola, Van Buren, Washtenaw, Wayne and Wexford.

During an enforcement effort conducted July 1-10, Michigan law enforce-

ment officers made more than 6,050 traffic stops and arrested 218 drunk drivers - 41 of them for having a blood alcohol content of .17 or higher. In addition, 49 motorists were arrested for drug-related offenses, more than twice as many as during last year's July 4th enforcement effort.

Grant-funded patrols also resulted in the apprehension of 116 fugitives and 19 felony arrests. More than 160 seat belt and child seat violation tickets, 676 speeding tickets, and 950 other traffic violation citations were also written.

2010 Drunk Driving Audit shows decrease in alcohol involvement, increase in drug-related crashes, deaths, injuries

The 2010 Michigan Drunk Driving Audit shows declines in alcohol-related crashes, fatalities, and arrests, but notes increases in crashes, deaths, and injuries involving drugs.

Overall, deaths resulting from alcohol and/or drug-related crashes increased slightly from 351 in 2009 to 357 in 2010, while injuries decreased from 6,271 to 6,175. However, alcohol-involved traffic deaths decreased from 299 to 283 while drug-involved fatalities went up 29 per-

cent, from 119 in 2009 to 153 in 2010. Part of this increase is due to increased testing to detect drug-impaired driving.

The Drunk Driving Audit is an annual report issued by the Michigan State Police (MSP) Criminal Justice Information Center and is a collaborative effort between the MSP and the Michigan Department of State.

In 2010, 41,883 alcohol and drug-related driving arrests were made. Male drivers were three times as likely as female drivers

to be arrested for impaired driving, with 31,021 men arrested compared to 10,862 women. There were 41,887 persons convicted of operating under the influence of liquor or other impaired driving offenses. Some of these convictions include arrests made in prior years.

The 2010 Drunk Driving Audit is available at www.michigan.gov/msp. Click on Publications, Forms & Statistics, then select Statistical Information and then choose Drunk Driving Audit.

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New teen driving law amended, passenger and driving time restrictions clarified

The law regarding Level 2 license holders under the state's Graduated Driver Licensing program has been amended as of July 20, 2011, to clarify passenger and driving time restrictions. The law was originally changed in March 2011.

ACCORDING TO THE LAW, LEVEL 2 DRIVERS:

Shall not operate a motor vehicle with more than one passenger who is less than 21 years of age except:

- >> When the additional passengers are immediate family members;
- >> When driving to or from or in the course of employment;
- >> While going to or from an authorized activity; or
- >> When accompanied by a parent or legal guardian or a licensed driver 21 years of age or older designated by the parent or legal guardian.

Shall not operate a motor vehicle between 10 p.m. and 5 a.m. except:

- >> When driving to or from or in the course of employment;
- >> While driving to or from an authorized activity; or
- >> When accompanied by a parent or legal guardian or a licensed driver 21

years of age or older designated by the parent or legal guardian.

Authorized activity means any of the following:

- >> A school or a school-sanctioned event or activity; school refers to a public or private school, including a home school.
- >> A sporting event or activity, or extra-curricular event or activity, that is not school-sanctioned but that is part of an official sports league or association or an official extracurricular club, or that is paid for as a service offered by a business specializing in those events or activities or training for those events or activities.
- >> A class or program of vocational instruction offered by a college, community college, nonprofit association, unit of government, or by a business specializing in vocational training.
- >> An event or activity sponsored by a religious organization that is tax-exempt under federal law.
- >> Transporting an individual in need of immediate emergency care or personal protection to a health care professional, hospital, police station, domestic violence shelter, or public safety location.

Penalties for Violating Restrictions

- >> A civil infraction resulting in two points on the teen's license.
- >> Extension of the Level 2 license period for 12 months.
- >> Driver re-examination and possible license suspension and/or additional restrictions.

A Level 2 license holder must be at least 16 years old and have successfully completed Segment 1 and 2 of a driver's education program approved by the Michigan Department of State, as well as passed a driving skills test and possess a skills test certificate. A teen driver cannot have a crash or violation in the ninety days prior to applying for a Level 2 license.

More information is available through the First & 10: Don't exceed your first passenger and don't drive after 10 p.m., campaign at www.firstn10.com.

FIRST&10
DON'T EXCEED YOUR FIRST PASSENGER.
DON'T DRIVE AFTER 10 P.M.

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- with TSC chairs and vice-chairs in 2012 to take place on March 19, the day prior to the annual Michigan Traffic Safety Summit. The chairs and vice-chairs will also be sponsored to attend the entire Summit with conference fees and lodging covered by OHSP.
- >> AAA and OHSP will be providing newly developed guidance materials for TSC leadership which will

assist in scheduling and conducting meetings and making them more productive and beneficial for committee members.

- >> A listing of recommended topics and speakers for TSC meetings has been prepared and will be disseminated to TSC membership for consideration. These speakers and topics cover a wide variety of timely and relevant topics of interest in highway traffic

safety. Sponsorship for paid speakers will be provided where applicable by AAA and OHSP.

Finally, committees are looking for individuals interested in serving in a leadership capacity as chair or vice-chair with the TSCs. These roles include assisting in setting the agendas, moderating the meetings, and working with AAA Michigan and OHSP staff. We appreciate any offers to serve in that capacity.

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and social burdens on individuals and society through injury and loss of life, as well as property damage and loss. Efforts to reduce crashes and crime often result in competing demands for scarce public resources. Comparable and up-to-date cost data on crashes and crime contribute to informed decision making about allocation of these resources in important ways.

Monetary costs include medical care, future earnings, public services, and property damage and loss. Non-monetary quality-of-life costs include costs associated with pain, suffering, and fear. For crime, these values come from jury awards for pain, suffering, and lost quality of life due to physical injuries or fear.

The first crime/crash report was generated in 1988. At that time, Michigan traffic crashes resulted in \$2.3 billion in monetary costs and \$7.1 billion in total costs. Similar studies were conducted in 1994, 1999, and 2004.

The latest report includes several specialized cost analyses, including teen-driver involved and motorcycle-involved crashes and the costs associated with involved unrestrained occupants.

The report, which includes county-by-county information, is available at www.michigan.gov/ohsp.



Traffic Safety Summit dates set, topic suggestions wanted

The 17th Annual Michigan Traffic Safety Summit is March 20-22, 2012, at the Kellogg Center in East Lansing. The Office of Highway Safety Planning is seeking ideas for general sessions and workshops for the annual statewide traffic safety conference.

SUGGESTED TOPICS SHOULD:

>> Appeal to a broad range of traffic safety professionals

>> Not have been covered at a recent summit

>> Be relevant for this venue

Suggestions are due by September 9. A topic suggestion form can be found at www.michigan.gov/ohsp. For more information, contact Alyson Kechkaylo at (517) 241-2546 or kechkaylo@michigan.gov.

2010 Traffic Crash information released

Several sections of the 2010 Michigan Traffic Crash Facts report are now available online at www.michigantrafficcrashfacts.org. Included is information on crashes involving deer, alcohol, and county, city, and communities.

Queries can be conducted for 2010 crash information by state, city, or county and more fact sheets will be posted in the coming months.

What's Ahead

SEPTEMBER

18-24 **National Seat Check Saturday and Child Passenger Safety Week**
www.nhtsa.gov/

25-28 **Governors Highway Safety Association (GHSA) Annual Meeting**
www.ghsa.org/html/meetings/index.html

OCTOBER

17-21 **National School Bus Safety Week**
www.naptonline.org

Shattuck joins OHSP financial section



Jean Shattuck has joined the Office of Highway Safety Planning's financial section as an accounting tech. A twenty-five year State of Michigan employee, Shattuck has worked for the departments of Corrections and Treasury.

Shattuck lives in Portland with her husband and three children. Two of her

children have taken sibling rivalry to heart, with her son attending the University of Michigan and her daughter starting at Michigan State University this fall. Another daughter attends St. Patrick's High School.

Outside of work, Shattuck enjoys watching her children play sports, spending time with family, and walking the River Trail in Portland.

SAFETY Network

DWI Court a key component in NTSB's 'Most Wanted' List

At a press conference in June, the National Transportation Safety Board (NTSB) announced its new list of the ten "Most Wanted" critical transportation issues that need to be addressed to improve safety and save lives. DWI Court was presented as a key component in the effort to eradicate alcohol-impaired driving, one of the "Most Wanted" safety issues.

The new "Most Wanted List" highlights safety issues that impact transportation nationwide. NTSB began issuing an annual

Most Wanted List in 1990. The list released this past June is the first one produced under a revised format developed by the agency over the past several months in an effort to modernize and streamline the list. This year's list features ten broad issue areas that the NTSB will highlight in its advocacy efforts during the next year.

THE TEN SAFETY ISSUE AREAS ON THE MOST WANTED LIST ARE:

>> Promote pilot and air traffic controller professionalism

>> Address human fatigue
>> Promote teen driving safety
>> Improve general aviation safety
>> Improve motorcycle safety
>> Address alcohol-impaired driving
>> Require safety management systems
>> Improve runway safety
>> Improve bus occupant safety
>> Require image and onboard data recorders

Ford expands rear inflatable seat belt offering

After launching its industry-first rear inflatable seat belts on the new Ford Explorer, Ford Motor Company is now expanding availability to the Ford Flex and Lincoln vehicles set to arrive in dealer showrooms next summer.

Early data indicates approximately 40 percent of Explorer buyers are parents who are ordering the rear inflatable belts. The vehicle already has seen strong demand from customers for its safety and driver-assist technologies.

OF THE FIRST 19,000 EXPLORER ORDERS RECEIVED:

- >> 87 percent include rear view camera
- >> 40 percent include BLIS® (Blind Spot Information System) with cross-traffic alert
- >> 22 percent include adaptive cruise control with forward collision warning, active park assist, and rain-sensing wipers

SAFE AND COMFORTABLE

Advances in airbag inflation and seat belt construction methods have enabled Ford and its suppliers to develop inflatable seat belts that are designed to deploy over a vehicle occupant's torso and shoulder in forty milliseconds in the event of a crash.

In everyday use, the inflatable belts operate like conventional seat belts and

are compatible with child safety seats. In Ford's research, more than 90 percent of those who tested the inflatable belts found them to be similar to or more comfortable than a conventional belt because they feel padded and softer. That comfort factor could help improve the 61 percent rear belt usage in the U.S., which compares to 82 percent usage by front seat passengers, according to National Highway Traffic Safety Administration data.

In the event of a frontal or side crash, the inflated belt helps distribute crash force energy across five times more of the occupant's torso than a traditional belt. That expands its range of protection and helps reduce the risk of injury by diffusing crash pressure over a larger area, while providing additional support to the head and neck. After deployment, the belt remains inflated for several seconds before dispersing its air through the pores of the airbag.

Vehicle safety sensors determine the severity of the collision in the blink of an eye and deploy the inflatable belt's airbag. Each belt's tubular airbag inflates with cold compressed gas, which flows through a specially designed buckle from a cylinder housed below the seat.

The use of cold compressed gas instead of a heat-generating chemical reaction—

which is typical of traditional airbag systems—means the inflated belts feel no warmer on the wearer's body than the ambient temperature. The inflatable belts also fill at a lower pressure and a slower rate than traditional airbags, because the device does not need to close a gap between the belt and the occupant. The inflatable belt's accordion-folded bag breaks through the belt fabric as it fills with air, expanding sideways across the occupant's body.



SAFETY Network

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